

CLASSIFICATION SECRET/CONTROL - U.S. OFFIC

COUNTRY East Germany

REPORT

TOPIC Neubrandenburg Airfield

EVALUATION

PLACE OBTAINED

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED 16 June 1954

25X1

REFERENCE

25X1

PAGES 5

ENCLOSURES (NO. & TYPE)

1 - one sketch on

with legend

REMARKS

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640157

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This is UNEVALUATED Information

1. Air activity at Neubrandenburg airfield between 9 April and 8 May 1954 indicated that the pilots involved were at various stages of their training. This was particularly observed during formation flying by 19 Li-2s during the afternoon of 19 April. The aircraft took off at short intervals and assembled in javelin formation while flying a large circle over the field within 10 to 12 minutes. The last aircraft did not join the formation but repeatedly changed its position. The formation headed west and returned to the field after 1 hour. While coming in for landing, the last aircraft of the rear formation was the first to fall out of formation. Then followed the other aircraft of the rear formation. Subsequently, there was a short interval before the medium formation dispersed in the described procedure. After another interval, the front formation dispersed. Formation flying was practiced rather poorly. About half an hour after the landing of the last aircraft, 19 aircraft took off and practiced formation with much skill. Almost every day, there was air activity, including individual flights and flights in elements of two and formations of three. The aircraft repeatedly disappeared out of sight. Occasionally, night flying was practiced by individual aircraft and by elements of twos and threes. Formation flying at night was conducted in loose formation by aircraft with set position lights. The number of Li-2 aircraft parked at the usual hardstands along the southern taxiway varied between 16 and 19.

2. Between 1 April and 19 May, approximately 16 to 20 Li-2s were parked at the field. These aircraft repeatedly flew at daytime and occasionally at night. Noteworthy were the formation flights by about 20 Li-2s during the afternoon of 19 April. About 11 a.m. on 12 May, two individual parachute jumps were observed. A Li-2

was parked in the vicinity of a hangar. Members of the flying personnel repeatedly expressed dissatisfaction that the unit was equipped with such an obsolete aircraft type.

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3. Source inferred from the daily roll calls during a period of about 14 days that the air unit at the field consisted of about 200 officers, including about 25 pilot trainees and 20 PM, while the ground personnel numbered about 20 officers and 70 PM. Source noticed that the officers of the flying personnel were 30 to

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45 years old, while the EM of the flying personnel were only 20 to 24 years old.

only officers were being trained during practice flights at the field. Every day at 8 a.m., the flying personnel lined up next to the southernmost quartering building and the ground personnel along the road near the hospital and quartering building in the southern section of the field. After night flying activity, the flying personnel need not line up. The commanding officer of the flying unit was a colonel, about 45 years old. A lieutenant colonel and 5 majors, about 50 years of age, also belonged to the unit. Captain Kachinski (fnu) was responsible for the work conducted by the German craftsmen. His deputy was Lieutenant Gusse (fnu) (phonetic spelling). Officers' dependents were also quartered at the airfield. 1

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4. The quartering buildings at the field were occupied by air force personnel and a unit of about 3 officers and 60 EM wearing red-bordered black epaulets and artillery insignia and armed with carbines. Two senior lieutenants and 1 lieutenant were observed. Source believed that the unit left the field on 14 May.

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5. no new fence was erected on both sides of this road. Only at one spot, an old and damaged wire fence was seen. The main guard was posted in the eastern section of the administrative building which was in the southern part of the quartering buildings. A guardhouse with 2 sentries was just next to the entrance to the northwestern section of the field. At the road leading from Neubrandenburg to the field was a sentry box occupied by an air force sentry and with a telephone connection to the field. layout sketch of the installations at the field.³ The spur track to the field was in operation. In mid-April, railroad tank cars were shunted to the field. Some doors of the quartering buildings at the field bore the names of Colonel Mikhailov (fnu), Lieutenant Colonel Solonov (fnu) and Lieutenant Colonel Chutinov (fnu).

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6. Source repeatedly observed that a radio truck with a rod antenna was temporarily parked next to the flight control station just south of the runway. On 6 May, a radar set, possibly a Dumbo-type set, was observed on a hill south of Neubrandenburg, south of the Panzer Kaserne at the troop training grounds. Next to the set were 4 trucks with van-like superstructures and 3 tents for EM.

7. During April and May

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Vehicular traffic with the field involved trucks and ambulance

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8. During the afternoon of 19 April, a close-order formation of about 20 Li-2s was observed over Neubrandenburg. After crossing the town, the last aircraft of the individual formations beginning at the left side fell out of formation and came in for landings. Vehicular traffic at the field involved motor vehicle [redacted] 1 25X1

1. [redacted] Comment. Neubrandenburg airfield is occupied by a transport regiment equipped with 20 to 22 Li-2s. The descriptions on air activity and the personnel indicate that the unit is a transport regiment which is usually employed for large-scale missions involving the maximum possible number of aircraft. In this respect, the regiment differs from the other two transport regiments at Schoenefeld airfield which are apparently assigned courier missions. According to previous observations it is known that the transport regiment in Neubrandenburg was employed for air landing and air transport exercises by army units. The officers mentioned are reported for the first time. 25X1

2. [redacted] Comment. No AA guns are emplaced at Neubrandenburg airfield. 25X1

3. [redacted] Comment. For layout sketch of airfield, see Annex. The pertaining legend gives details on the present utilization of the undestroyed buildings at the field. The runway and taxiways were [redacted] entered [redacted] 25X1
in order to facilitate orientation. 25X1

4. [redacted] Comment. The radar set is probably not connected with the airfield. 25X1
A detailed description of the set is expected.

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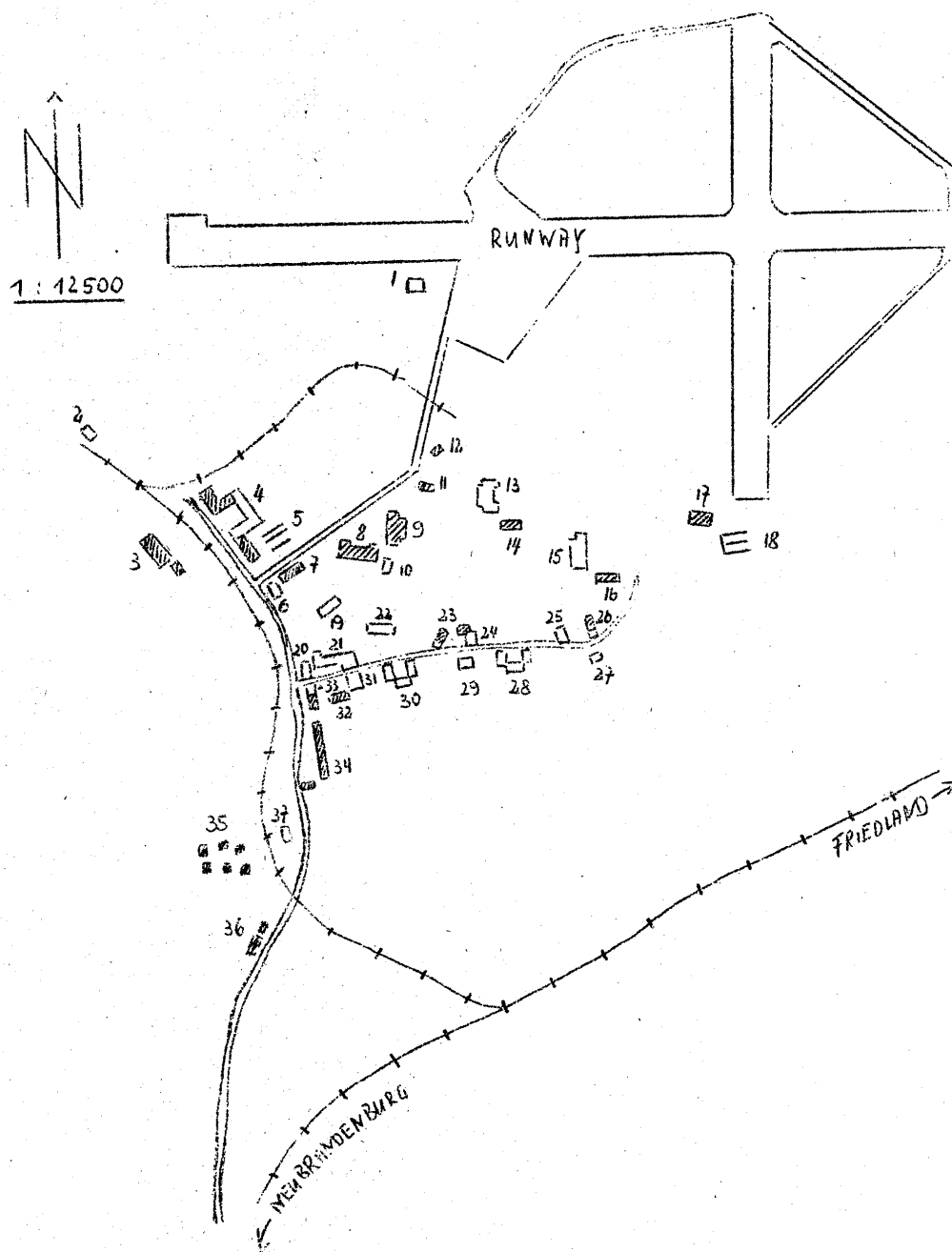
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Annex

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Neubrandenburg Airfield



 = destroyed

For legend, see next page.

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Annex

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Legend.Neubrandenburg Airfield

- 1 Two-story building, probably flight control station
- 2 Northern guardhouse, low wooden building, about 2.5 x 3 meters
- 3 Destroyed ammunition dump
- 4 Garages; northern and southern parts partially destroyed; middle section used as garages
- 5 Fuel dumps; several containers of various sizes (2 to 5 meters long) interconnected by tubes
- 6 Two-story brick storage building, about 16 meters long; probably used as oil dump
- 7 Destroyed repair hangar
- 8 Destroyed hangar; formerly hangar of squadron 1
- 9 Destroyed hangar
- 10 Small brick building with interpreter's office and small day room for German craftsmen
- 11 Destroyed house of fire brigade
- 12 Destroyed flight control building
- 13 Hangar in operation
- 14 Destroyed hangar
- 15 Hangar in operation
- 16 Destroyed heating plant
- 17 Destroyed hangar
- 18 Firing range
- 19 Two-story brick building, 40 to 50 meters long, club house with large hall
- 20 Two-story brick building occupied by EM of flying personnel
- 21 Three-story brick building occupied by ground personnel and probably by army unit wearing red-bordered black epaulets
- 22 Two-story brick building, occupied by headquarters personnel, main guard in eastern section
- 23 Destroyed warehouses
- 24 Three-story brick building, probably ration supply depot
- 25 Three-story brick building, occupied by about 10 officers' families
- 26 Stable, about 80 percent destroyed; remaining section occupied by 5 horses
- 27 Two-story brick building housing EM kitchen, messhall and storage room
- 28 Three-story brick building, occupied by officers and their dependents
- 29 Brick building housing officers club and kitchen
- 30 Three-story brick building housing quarters, dispensary, officers' billets and rooms for guests
- 31 Brick building used as storage facility for construction material, some detention rooms with lattice windows
- 32 Three-story brick building, partially destroyed; storage place for oil barrels
- 32 Destroyed building
- 32 Destroyed building
- 35 Destroyed buildings, formerly housing officers billets
- 36 Destroyed buildings
- 37 Brick building housing workshops of German craftsmen, such as shoemaker's and tailor's shops

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